

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
ROCHESTER AIRPORT TRAFFIC CONTROL TOWER  
1375 SCOTTSVILLE ROAD  
ROCHESTER, NEW YORK

ISSUED: March 14, 2011

EFFECTIVE: April 1, 2011

ROCHESTER AIRPORT TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 11-2

SUBJECT: ARRIVAL/DEPARTURE HANDLING OF HIGH PERFORMANCE AIRCRAFT

CANCELLATION: March 31, 2013

This procedure is intended to reduce, as much as possible, exposure of high performance aircraft to uncontrolled aircraft. To the extent possible, arriving turboprop and turbojet aircraft will not descend below 6,000' MSL until a normal rate of descent can be started which terminates in a landing. The attachments depict typical descent areas for Runways 4 and 22 that provide sufficient area to descend below 6,000' MSL.

Pilot cooperation will help us segregate turboprop and turbojet aircraft from uncontrolled aircraft. Normally, the high performance aircraft will follow these prescribed flight paths; and, if the uncontrolled aircraft avoid these areas as much as possible, exposure will be minimal. This procedure should improve safety, which is our primary concern. We solicit your continued cooperation to help make this procedure most effective.



Brian C. Reilly  
Air Traffic Manager: Rochester Airport Traffic Control Tower  
Attachment



Rochester Airport Traffic Control Tower Letter to Airmen No. 11-1  
Practice Instrument Approaches  
April 1, 2011

Attachment 1





Rochester Airport Traffic Control Tower Letter to Airmen No. 11-1  
Practice Instrument Approaches  
April 1, 2011

Attachment 2

